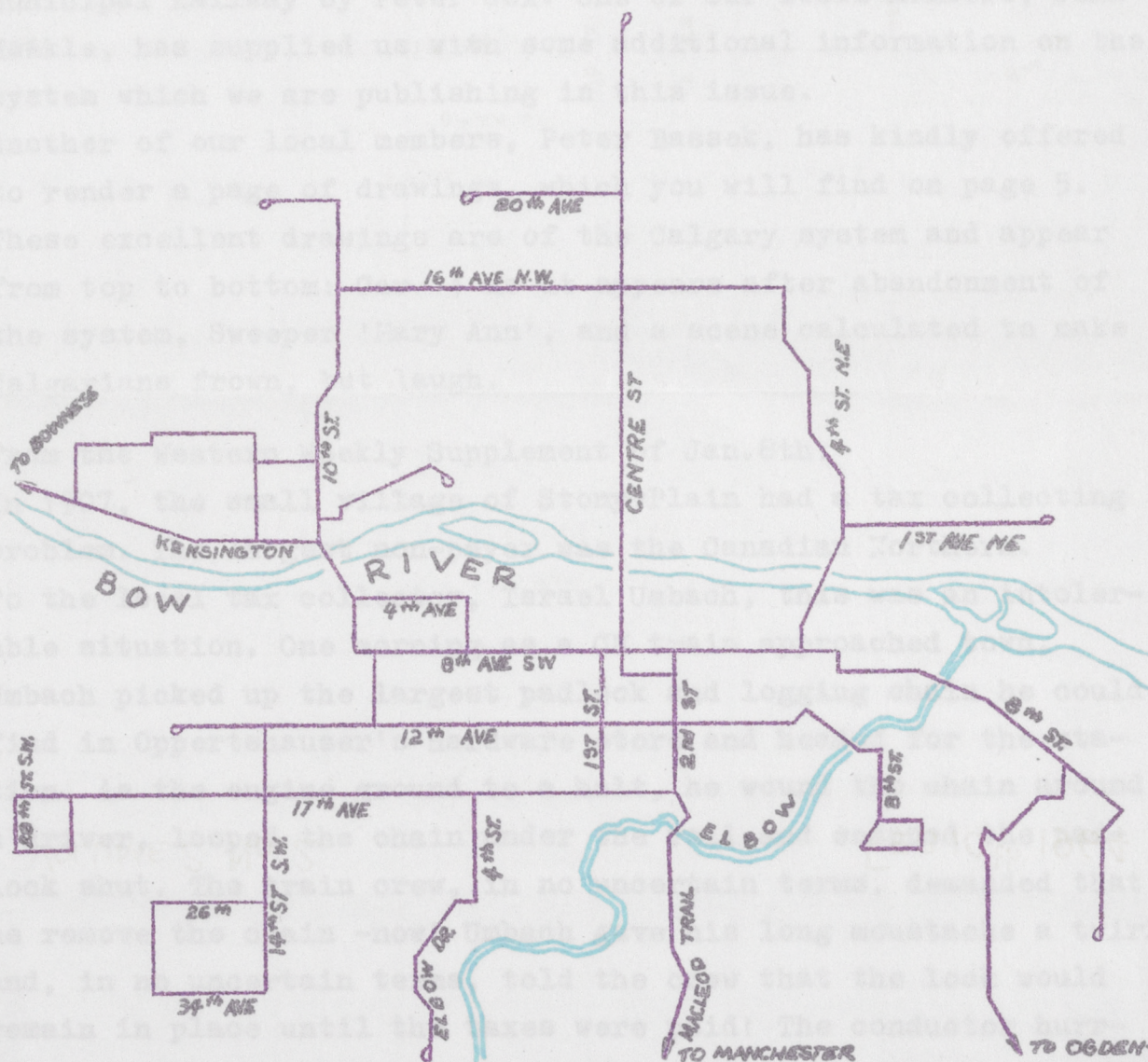


# RATTLER

FEB 10<sup>th</sup> 1964



# CALGARY MUNICIPAL RLY ROSTER



## MEETING

The regular monthly meeting of the CRHA, Rocky Mountain Branch will be held in the Cromdale Car Barns on Tues, Feb. 11th, at 8:00 pm. The meeting will feature a slide show of Rlys. of Ontario, showing the pictures of a Mr Egert of Pembroke.

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This month . . .

The Sept. 63 issue of the West Coast Railfans Assn's publication "The Steam Chest" featured a story and roster on the Calgary Municipal Railway by Peter Cox. One of our local members, John Mäëkle, has supplied us with some additional information on the system which we are publishing in this issue.

Another of our local members, Peter Bassek, has kindly offered to render a page of drawings, which you will find on page 5. These excellent drawings are of the Calgary system and appear from top to bottom: Car 14 as it appears after abandonment of the system, Sweeper 'Mary Ann', and a scene calculated to make Calgarians frown, but laugh.

From the Western Weekly Supplement of Jan.8th:

In 1907, the small village of Stony Plain had a tax collecting problem. The largest non-payer was the Canadian Northern. To the local tax collector, Israel Umbach, this was an intolerable situation. One morning as a CN train approached town, Umbach picked up the largest padlock and logging chain he could find in Oppertshauser's Hardware store and headed for the station. As the engine ground to a halt, he wound the chain around a driver, looped the chain under the rail and snapped the padlock shut. The train crew, in no uncertain terms, demanded that he remove the chain -now! Umbach gave his long moustache a twirl and, in no uncertain terms, told the crew that the lock would remain in place until the taxes were paid! The conductor hurriedly wired head office in Winnipeg to inform them of these odd events. Soon a reply came ticking back over the telegraph. It read: "Inform Sheriff Stony Plain sorry. Taxes forthcoming. Never heard tell of such railroading here in Winnipeg".

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# CALGARY MUNICIPAL RAILWAY

## ALL TIME STOCK ROSTER.

CAR NOS.	TYPE AND CONSTRUCTION	LENGTH	WEIGHT lbs.	CONTROLLER AND MOTORS	TRUCKS	ROOF	BUILDER DATE	NOTES
1-8	DT W	41'6"	44000	K6-WHIOIBE	B27G	M	O-1909	1 AND 2 - REBUILT WITH REAR TREADLE EXITS 8 - FORMERLY No. 78
9-12	DT W	41'6"	44250	K6-WHIOIBE	BEMIS 45	M	P-1910	
13-15	DT W	46'6"	46000	K6-WHIOIBE	B27G	M	O-1910	THESE CARS HAD COUPLERS 15 LATER HAD GE247 MOTORS FROM SCENIC CAR.
16-18	DT W	46'6"	46000	K6-WHIOIBE	B27G	M	P-1910	16 REBUILT 1932 AFTER FIRE, ARCH ROOF 46,500 LBS, TREADLE REAR EXIT, HAD COUPLERS ORIGINALLY. 18 - GE247 MOTORS.
FIRST 19-36	ST W	32'0"	-	-	-	-	O AND P 1910-11	REBUILT AS DETAILED BELOW
SECOND 19-21	DT W	46'6"	47000	K6-GE80	STANDARD O-50-(CV)	M	P-1910	FORMERLY DOUBLE ENDED, ACQUIRED 1919 IN EXCHANGE FOR FIRST 19-21
22,23	ST W	32'0"	-	K10-GE80	TAYLOR	D	P-1910	21 HAD WHIOIBE MOTORS 22 DOUBLE ENDER. NO AIR BRAKES
24	DT W	46'6"	47000	K6-GE80	STANDARD O-50 (CV)	M	P-1910	EX SASKATOON 1919 - EXCHANGED FOR FIRST 24
25	DT W	41'0"	47000	K6-GE80	STANDARD O-50 (CV)	D	CMR 1924	BUILT FROM TWO 32' ST CARS PRESTON 1910
26	ST W	32'0"	-	K10-GE80	TAYLOR	D	P-1910	AUXILIARY CAR - REAR VESTIBULE AMPUTATED.
27	DT W	46'6"	46000	K6-WHIOIBE	B27G (CV)	M	O-1911	RENUMBERED FROM 57
28	DT W	46'6"	47000	K6-GE80	STANDARD O-50 (CV)	M	P-1910	EX SASKATOON 1919 - EXCHANGED FOR FIRST 28
29-30	DT W	44'0"	47000	K6-GE80	STANDARD O-50 (CV)	D	P-1910	REBUILT CMR 1924 FROM 4 ST. CARS. 29 HAD REAR TREADLE EXIT.
31	D W	41'6"	44000	K6-WHIOIBE	B27G	M	P-1911	ORIGINALLY CAR 79
32	TT W	44'0"	47000	K6-GE80	STANDARD O-50 (CV)	D	P-1910	REBUILT CMR 1924 FROM 2 OLD ST CARS.
33	DT W	46'6"	47000	K6-GE80	STANDARD O-50 (CV)	M	P-1910	EX SASKATOON 1919 - EXCHANGED FOR FIRST 33
35	ST W	32'0"	-	K10-GE80	TAYLOR	D	P-1910	
36	DT W	41'6"	45000	K6-WHIOIBE	B27G	A	O-1910	ORIGINALLY FIRST 8, REBUILT CMR AS No 300 FREIGHT/PASSENGER COMBINE REBUILT CMR 1932 AS SECOND 36 WITH REAR TREADLE EXIT.
37-42	DT W	41'6"	44000	K6-WHIOIBE	B27G (CV)	M	P-1910	
43-48 50	DT W	46'6"	46000	K6-WHIOIBE	B27G (CV)	M	O-1910	

CONTINUED —→



# CALGARY MUNICIPAL RLY. ROSTER (CONTINUED)

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CAR NOS.	TYPE CONSTRUCTION	LENGTH	WEIGHT lbs.	CONTROLLER MOTORS	TRUCKS	ROOF	BUILDER DATE	NOTES
49 } 51-55 }	DT. W	46'6"	46000	K6-WH101B2	B27G(CV)	M	P-1911	No 53 HAD GE 247 MOTORS
56-66	DT W	46'6"	46000	K6-WH101B2	B27G(CV)	M	O-1911	Nos 63-66 HAD COUPLERS 60 REBUILT CMR 1918 WITH ARCH ROOF
67-77	DT W	41'6"	44000	K6-WH101BE	B27G(CV)	M	O-1911	67-72 REBUILT CMR WITH TREADLE REAR EXIT 68 REBUILT CMR 1920 ARCH ROOF 70 HAD GE 247 MOTORS
78 } 79 } 81 }	DT W	40'0"	42500	K6-GE67	STANDARD O-50	M	WASON ?	EX SPRINGFIELD, MASS. ORIGINALLY DE 78 BECAME SECOND 8 79 BECAME SECOND 31.
80	DT W	40'0"	42500	K6-GE67	STANDARD O-50	M	WASON ?	AUXILIARY CAR - EV SPRINGFIELD,
82-83	DT W STEEL DASHES	43'6"	44500	K6-GE67	STANDARD O-50	M	WASON ?	ORIGINALLY DE EX SPRINGFIELD
84-92	DT S	46'0"	39000	K35-WH510A2	CCFTS A054	A	CAN CAR 1928-9	SKF ROLLER BEARINGS AIR DOORS - REAR TREADLE EXIT
201-6	DT W	-	-	-	B27G(CV)	A	O-1911	TRAILERS - CENTRE DOORS
SCENK CAR.	DT W	-	-	K6-GE 247	B27G(CV)		P-1912	CANVAS ROOF
SWEEPERS A, D	ST W	-	-	-	-	FLAT	-	NO AIR BRAKES
WATER SPRINKLER E, F	DT S	-	-	K6	BEMIS 45	-	-	
MOTOR B, G	DT	-	-	K6 - WH101BE	B27G(CV)	-	-	B - FLAT WITH CENTRE CAB G - FLAT WITH END CAB.
SWEEPER H	DT S	-	-	K6 - WH101BE	B27G(CV)	-	CAN CAR 1928	NAMED "MARY ANN"

## ABBREVIATIONS.

DT - DOUBLE TRUCK  
ST - SINGLE TRUCK  
W - WOOD  
S - STEEL  
DE - DOUBLE END  
SE - SINGLE END

UNDER 'TRUCK' HEADING B BRILL  
(CV) CANADIAN VERSION

## ROOFS

M - MONITOR  
D - DECK  
A - ARCH

## BUILDERS

O - OTTAWA  
P - PRESTON  
CAN CAR - CANADIAN CAR

CALGARY DID NOT HAVE A TOWER CAR AS SUCH. 'B' WAS OCCASIONALLY USED  
BUT NORMALLY A TOWER WAGON (HORSE?) WAS USED IN EARLY DAYS AND  
A TRUCK IN LATER YEARS.

ROSTER BY JOHN MEIKLE







The following is a report, by Eric Johnson, on the

# ANNUAL GENERAL MEETING

There was active discussion on a long agenda at our AGM, held on January 14th, and our policy for the next year was laid out. For those unable to attend, the main decisions made were as follows:-

Membership. It was agreed that we would continue our present policy of gradual expansion, rather than attempt a large recruiting campaign which might give us an considerable increase for one year, but would cause us a lot of problems in finding space. An increase of our present active membership to about twenty is hoped for. As a result of this decision, our present meeting place will be quite adequate and it is now proposed to go ahead with it's decoration.

Preservation and Restoration Projects. Work on ETS No1 will continue in the next few months with the aim of completing the work in June. By the time this is printed, at least two Saturday work sessions will have been held. ( Aw, come on, I'm not that slow.Ed.)

Harold Maw has been in touch with CRHA in Montreal and Dr Nichols is approaching Stelco with the view of acquiring one of the Northern Alberta 2-8-0's now at Premier Steel on the South side.

There is a possibility that this engine might be restored for occasional service - presumably on the NAR- by a local group organized for this specific purpose. In such case, the local branch of the CRHA (thats us) would loan them (the other guys) the engine and they would be responsible for its maintenance. (maybe we could rent out some Shays too) If this proves impossible, we shall have to find it a home.

The Rattler. Unanimous approval was given to the continuance of the present Editorial Policy. All members are urged to contribute:-

- a) "news items". Details of unusual engines or rolling stock seen in the area, demolition of buildings and other similar things.
- b) "reminisces". Stories of any interesting journey or work connected with railways are always of use.
- c) "historical articles". Rosters, anecdotes, straight historical data can be used.

The Editor would like it known that without the valuable help of Eric Johnson, there would be many pages missing from the Rattler.



1964 PROGRAMME.

Atentative schedule of events was prepared for the 1964 season. The dates on which each programme will be delivered will necessarily depend on the availability of speakers and so on. However, as a guide here is what we hope to do -- it will be interesting to see how near we get .!!

February...slide show from Ontario (Mr. Egert of Pembroke.)

March.....Edmonton Transit Plans (Mr. John Bakker.)

April....."In Search of Steam"; pivtures of the journey to Colorado recently described in 'Rattler'.

May.....ETS Reminiscences.

June.....Visit ( CTC Panel CNR ??)

July.....Visit ( Canada Cement or elsewhere ??? )

August.....No Meeting

September.. 'The Railways of Holland' (Mr. John Bakker.)

October...."5114" (Slides and movies recalling October 28th., 1961.

November...Railroad Movies (Mr. John Meikle.)

December...Film Show.

Several other programme suggestions were made and considered. There was some demand for the organisation of a 1964 excursion, but no clear feeling as to where it should go.. Have YOU any ideas ..???

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Thanks to Peter Bassek, Eric Johnson, John Meikle, and the WCRA Steam Chest for their contributions.

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 May.....ETS Reminiscences.  
 June.....Visit ( CTC Panel CMA 77)  
 July.....Visit ( Canada Council or elsewhere 77)  
 August....To be announced  
 September...The Railways of Holland (Mr. John Baker.)  
 October...."Slide" (slides and movies recalling October 18th, 1961.  
 November...Railroad Movies (Mr. John Baker.)  
 December...Film Show.

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